

# LYKING VALLEY COURIER.

VOLUME 6, NO. 27.

WEST LIBERTY, MORGAN COUNTY, KENTUCKY, THURSDAY, DECEMBER 16, 1915.

WHOLE NUMBER 287.

## NAME CHICAGOANS IN A BOMB PLOT

Federal Officers Investigate Sworn Charge That Huge Conspiracy Centers There.

## AFFIDAVIT RELATES DETAILS

Explosives Made in Chicago by Pro-Germans Are Said to Be Used to Blow Up Factories—Discovery Made by Accident.

Chicago, Dec. 13.—Information to the effect that eleven Chicagoans of German extraction, some of them prominent, are engaged in the manufacture in this city of explosives for use in blowing up plants in which ammunition and other war materials are manufactured, has been placed in the hands of a government official in the form of an affidavit and was turned over to Hinton G. Clabaugh, chief of the local bureau of investigation of the department of justice.

The affidavit is said to have been made and turned over to the government official with great secrecy. Its author is described as a young man who was born in the United States, but whose parents came from France. He succeeded in getting into the service of the eleven men he names through using an assumed name and representing himself as a German.

Describes Gigantic Plot.

The affidavit made by him is said to go into great detail and describes Chicago as the center of a gigantic pro-German plot. It is declared that already great quantities of explosives have been made in Chicago and shipped to other parts of the country to be used in the destruction of munitions plants. The men who actually do the work of dynamiting the plants, it is said, act directly under the instructions of the Chicagoans.

It was said at the federal building that until verification can be made of the information contained in the affidavit, no disclosures will be forthcoming regarding its contents. The alleged plot is said to be in no way connected with the purported activities of the national peace conference, now under investigation by agents of the department of justice, chiefly in New York.

Discovery is Accidental.

The man making the affidavit, according to a government official, accidentally came upon the alleged plot through a woman acquaintance. The woman brought him into touch with a man who confided in him slightly. The curiosity of the author of the affidavit was aroused and he expressed himself as being in sympathy with the cause of Germany.

As other disclosures came to him he determined, he said, for patriotic motives toward the United States, as well as for a love for the land of his parents, to learn the extent of the alleged plot. One of the first things he was told was that the activities of the men in the plot were as closely guarded as are those of the most powerful secret society.

## YUAN SHI-KAI TAKES THRONE

President of China Refuses the First Offer, but Accepts on Second Invitation.

Peking, Dec. 13.—Yuan Shikai, president of the Chinese republic, has assumed the throne of China tendered him by the council of state.

Acting as a parliament, the council canvassed the vote on the question of a change in the form of the government of China to a monarchy.

It was found that the votes of 1,993 representatives out of 2,943 qualified to vote on the proposition were favorable to the change.

The council of state immediately sent to Yuan Shikai a petition urging him to accept the throne. He declined at first, but when the petition was forwarded to him a second time he accepted, with the proviso that he would continue to act as president until a convenient time for the coronation.

## BLAST WRECKS ARMS PLANT

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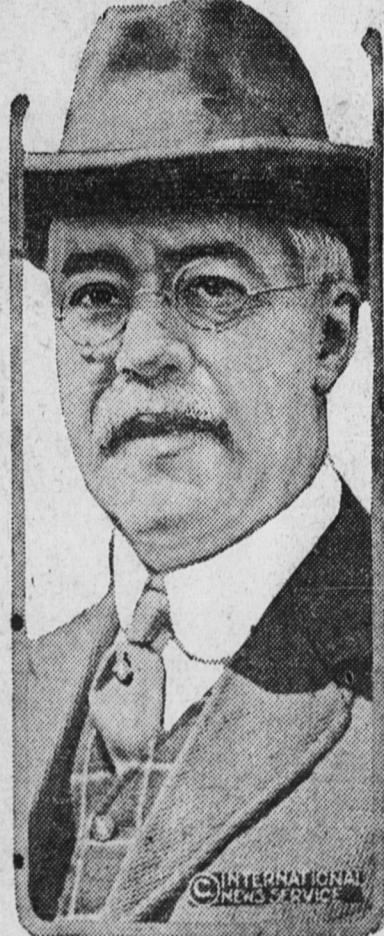
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FRANK A. VANDERLIP



## GREECE YIELDS TO THE ALLIES

Hellenic Armies to Be Demobilized; Decisive Move Believed Near.

## ENTENTE POWERS THREATEN

Athens Cabinet Decides to Grant Requests—Expected That Withdrawal of Greek Troops From Saloniki Region Will Now Begin.

Zurich, Dec. 13.—German papers received here state that Bulgarian troops have been instructed not to pass the Greek frontier. This indicates, according to Swiss military experts, that only Austro-German troops will be used in the campaign against Saloniki.

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Paris, Dec. 13.—Greece has yielded to the demands of the allies; a large part of the Hellenic army will be demobilized; withdrawal of Greek troops now in the region of Saloniki will be immediate.

Announcement is Semi-Official.

This information came to Paris in a semi-official dispatch from Athens. The decision of the Greek government is said to have been reached after ministers of the entente powers had given notice that all Greek ports would be blockaded unless the allies were assured of complete liberty of military action.

New demands, said to have taken the nature of an ultimatum were presented at Athens Friday. These insisted upon withdrawal of the Greek troops concentrated at Saloniki. With Greece hesitating as to whether it should join the entente or central powers, its military forces were a source of danger to the allied troops while at Saloniki.

Anxiety Relieved.

In view of the official admission that the Anglo-French troops in Serbia had fallen back toward Saloniki, the news from Athens relieved the tense anxiety that has been felt here.

It is reported that the surrender of Greece to the chief demands of the entente nations will simplify greatly the problems which confronted the war council of the allies.

## BULGARS TAKE SOME ALLIES

Sofia Reports Severe Rear Guard Actions and Desperate Hand-to-Hand Fighting.

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Severe rear guard actions have been fought between the Bulgars and allies. There was desperate hand-to-hand fighting in the streets of Gradjen. The capture of a number of prisoners is also reported.

## NEW CANAL DREDGING MARKS

1,228,730 Cubic Yards Removed in Gaillard Cut—1,004,480 in Culebra Slide.

Washington, Dec. 13.—New high marks in November for monthly dredging were set in both the Gaillard cut and the Culebra slides, says the current issue of the Canal Record. A total of 1,228,730 cubic yards of earth was removed in the Gaillard cut and 1,004,480 from the Culebra slides, or more than 150,000 cubic yards in excess of October figures for each place.

## VILLA ELUDES CARRANZA MEN

Revolutionary Leader Arrives at Madera and Declares Intention to Carry on Conflict.

El Paso, Tex., Dec. 13.—Gen. Francisco Villa has eluded the Carranza forces seeking his capture. He arrived at Madera and immediately got into communication with Juarez, his base of operations. Despite the collapse of his Sonora campaign, Villa declared his intention of carrying on the conflict with Carranza.

## SEES PROSPERITY IN LAND

Heads of Six Insurance Companies Declare a Natural Reaction.

New York, Dec. 13.—Real prosperity is sweeping the entire country in the opinion of the presidents of six of the largest life insurance companies in the United States.

Prosperity in the East, in their opinion, is due to orders from European nations for war supplies, but, in other sections of the country, the condition, they said, is the natural reaction from the depression that followed the outbreak of the war.

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EDWIN Y. WEBB



## BIG FIGHT IS NOW PROMISED

SAY TO BE MUCH OPPOSITION TO PROFIT SHARING AMONG AGENTS.

## CO-OPERATE WITH DEPARTMENT

Purpose of Plan Is To Interest Agents in Writing Only Desirable Insurance.

(Special Frankfort Correspondence.)

Frankfort.—A big fight is in prospect before the general assembly over the proposed profit-sharing commission for fire insurance agents, which would make them for all practical purposes a contingent of the state fire marshal's force, and which, it is expected, will be recommended by the commission now codifying the insurance laws. Agents are protesting against this feature of the proposed law, because, they insist, it is yet in the experimental stages, and if made compulsory by law, they will have no means of amendment to the law, if it proves unsatisfactory.

Under that plan, instead of receiving whatever per cent of the premium their commission now is, they would receive, perhaps, 10 per cent commission, and at the end of the year a commission based on the profits to the company during the year. The purpose of such a plan is to interest insurance agents in writing only the desirable risks, to avoid overinsuring property and to stimulate them to co-operate with the insurance department in encouraging people to remedy fire hazards. If the agents, it is argued, share in the profits of the business, and lose this share if the losses eat up the profits, they will be interested in reducing losses to a minimum.

State Board Meets.

James P. Lewis is secretary of state-elect. The state board of election commissioners met here and completed the canvass of the vote in the state election, interrupted by the injunction issued to State Superintendent Bartkiewicz and afterwards dissolved by Judge Stout. According to the count, Lewis wins by 115 votes, and the certificate of election was issued to him. Mr. Lewis is the only Republican elected, and by virtue of his office he will be a member of the sinking fund, capitol and printing commissions and of the state board of valuation and assessment, which assesses the franchises of common carriers. The salary of the office under the act of 1912 will be \$4,000, and the secretary of state has an appropriation of \$10,000 for clerk hire.



## Y'S GOOD ROAD POLICY

Address of Governor A. O. Stanley, Before Ky. Association, Sept. 15, 1915

### COUNTRY MORE ATTRACTIVE

"Back to the Country" Problem Will Never be Solved Until the Country is Made More Attractive—Build Roads and You Will Loss None of the Sweetness of the Farm.

Louisville.—Address of Governor A. Owsley Stanley before the Kentucky Good Roads Association, on September 15, 1915.

Ladies and Gentlemen: I am deeply grateful to my good friend, Bob McBryde, for his very kind reference to me. We should all be grateful to him for his years of tireless, patient and unrequited toil in behalf of this great movement, without expecting, without receiving, any other recompense than the gratitude of his countrymen and the welfare of his country. With tongue and pen he has presented with marked ability every reason which can be assigned for this great work, and he has answered every objection which the ignorant or penurious might advance. The people of Kentucky have yet to learn the debt they owe this great journalist for a great work nobly done.

I am not here today to attempt to entertain you with anything that approaches a formal address. I am not here to make a speech; if I am elected Governor of Kentucky, my time will not be given to saying things, but to doing them. (Applause) This is in its essence a matter of business as well as sentiment, and to the fiscal side of this problem I shall in the main address my few remarks.

You cannot build roads, however advisable it may be, without money.

To say that you are in favor of good roads is like saying you are in favor of good health, or good morals, good atmosphere, good looks, or good anything else. Nobody not a driveling fool favors good roads just as he favors good health, or good weather. We all favor good roads who have sense enough to travel over them. The question is, not whether it is desirable to have better highways in Kentucky, but how we shall obtain them. We all want them if we can afford them because we must buy and pay for these roads ourselves. We will receive some aid from the Federal Government, but the Federal Government and the State Government alike tax the people for the money, so at least every dollar that is put in good roads comes directly or indirectly out of the pockets of the people who enjoy them. Then the question is, how intelligent is the public? The intelligent public, I think, address itself, is not shall we invest the money in this good work? but should we invest the money in that good work? It is to get money to build good roads the same principle that you have to pay to educate the children, to save the heathen, you will have to pay to build good roads. To get money, you must in a way, take the people, with their consent, into the pockets of the people.

Now we talk about this simple life, the simple roads, and its noble purpose, and yet there is in Kentucky a continual exodus from the country to the town. I make no war fare upon the city. I have lived in towns the most of my life, but what I mean to say, is that what we need is more good people on the farms in the country. It will cheapen the costs of living in town. It will bring more customers, and new life and new capital to our great cities.

It is an invincible instinct for men to seek the society of their fellows, to gather as we have gathered here today in great multitudes. It is as natural as for partridges to gather in covies in the field, or birds in flocks in the sky. It is natural to man's happiness, the mental and moral welfare of mankind, just as much as food or clothing. The thing that has destroyed rural life, the thing that has depopulated fertile lands is the loneliness and isolation of life in the country. Our girls and boys who live in rural districts are literally marooned in the winter without access to the post office, the church or the school, or to the doctor in time of sickness, or to the store for the bare necessities of life in any other way than on a mule, belly deep in the mire. Our boys and girls simply will not be kept in the rural districts ten miles from any town under such conditions, however much you may talk about the nobility of the country. It is too often the most lonesome existence on earth.

If you have convinced me that you have convinced me that we should make money by buying

1,000 acres to his farm, and sell nearby. There is no money to be made by spending money for land. As

the manufacturer is spending money for man

power, he will talk to the mine

and spend money for the mine

and the mine will talk to the mine



GOVERNOR A. O. STANLEY  
OF Kentucky.

bring up your family around you, if you wish them blessed by the things which are good and sweet. In rural life, then you must give them the pleasant things of life in the city.

Build good roads to the city, you will lose none of the seclusion and sweetness of the country. The sunshine and dew and the landscape are still there, the fertile fields and the lowing herds, and the scent of new mown hay, and the silent benediction of the evening are still yours. With good roads and automobile—if you cannot get an automobile, borrow a Ford—the wife and her boys and girls can go to church, they can go to the fair, they can go to places of amusement, they have the advantages of the pleasures of the city, and you have not been deprived of your country home. That is something that makes it desirable or lovely. You will never solve the question of "back to the country" until you have made the country more attractive. You cannot keep your family in the country with ten or twenty miles of impassable dirt roads between them and things they want for nine months in the year.

Increase in Prosperity.

The country will be happier, more thickly inhabited if the roads were improved, and the city will finally increase in prosperity whenever you unite the two by macadam roads.

Both political parties—I am not here to talk politics—have condemned the contract labor system; both parties have told you that they are in favor of employing convicts upon the road. Now the counties have the right to employ whom they please with the money they raise themselves, and it is a very good question to what extent, where the state can force the convict labor upon the community, as it must, more or less, in connection with free labor. In Edmonson county, especially, we have an unlimited deposit of rock asphalt, a material that will cover your macadam roads with waterproofing a thousand times more indescribable than oil; a substance hard, yet elastic, that is as enduring as marble. And yet this vast and priceless deposit today is reached only by dirt roads that are almost impassable. This is a disgrace to Kentucky. I would see, and I hope to see, the labor of convicts, as well as others employed in the development of these great quarries. I hope to see that the greatest road-making material ever known, spread over five thousand miles of boulevard all over Kentucky from the mountains to the Mississippi.

Both let us take a broader and higher view. Every man who casts his ballot in the hope of receiving some pecuniary or personal benefit, either in emoluments of office or some pecuniary advantage is a menace. By that I mean that the man who votes simply to keep up some political organization, the man who votes at the call of a boss, the man who votes for money in hand is a menace to the liberty of millions of free people.

This government rests upon the disinterested devotion to high ideals of citizenship. It is the foundation upon which the public rests because a majority absolutely free in this country. And whenever that majority ceases to be honest this government will totter like a house of cards.

What has preserved this government for a hundred and fifty years or more? I will tell you: The simple citizen seated in a cane bottom chair on a rag carpet before an open fireplace, with a Bible on his knees and his family grouped about him, his head bowed simply and reverently asking God to guide him through the night, and arising in the fear of that same God at dawn to take up the simple tasks of the day. He votes of no thought of profit to himself, but for the good of his family and the honor of his country and the glory of his God. This is the power upon which this republic rests and must forever rest.

Now we talk about this simple life, the simple roads, and its noble purpose, and yet there is in Kentucky a continual exodus from the country to the town. I make no war fare upon the city. I have lived in towns the most of my life, but what I mean to say, is that what we need is more good people on the farms in the country. It will cheapen the costs of living in town. It will bring more customers, and the wealth of the mountains because of the cost of getting from one to the other.

This is eliminated by connecting them by great highways. It will increase the fertility of the soil and the richness of the mines and the vast wealth of the forests.

Upon this great movement rests the happiness and the prosperity of the greatest people on earth, the people who live and expect to die in old Kentucky. God bless her.

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Now we talk about this simple life, the simple roads, and its noble purpose, and yet there is in Kentucky a continual exodus from the country to the town. I make no war fare upon the city. I have lived in towns the most of my life, but what I mean to say, is that what we need is more good people on the farms in the country. It will cheapen the costs of living in town. It will bring more customers, and the wealth of the mountains because of the cost of getting from one to the other.

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Now we talk about this simple life, the simple roads, and its noble purpose

## KENTUCKY'S ROAD COMMISSIONER

Robert C. Terrell Has Successfully Put State Good Road Laws Into Operation

### HEAD OF STATE DEPARTMENT

Called From the Chair of Rural and Highway Engineering of State University by Governor McCreary—Great Work Accomplished During the Past Three Years in Blue Grass State.

Frankfort—Kentucky's Road Commissioner, Robert C. Terrell, who has successfully put into operation the good roads laws of Kentucky and for the past three years has been the head of the road department, was born near Bedford, Trimble county, Kentucky, in 1884. After finishing the common school of that county, he entered the State University of Kentucky and graduated from that institution in 1906, receiving the degree of bachelor of engineering, and was given the master's degree in civil engineering in 1908.

Immediately after receiving his degree in 1906, he took charge of the location of the Duck Fork extension of the Louisville & Atlanta railway, now a portion of the L. & N. system. In addition to locating the road, Mr. Terrell mapped and opened up a large coal field for the Kentucky River Coal & Coke Co., which was afterwards leased by the Big Hill Coal Co. of Pennsylvania. In June, 1907, after completing the work with the Kentucky River Coal & Coke Co., Mr. Terrell was employed by the Arkansas, Louisiana & Gulf Railway at Hamburg, Arkansas, as assistant engineer on twenty miles of construction, where he remained until its completion in the summer of 1908.

Prior to 1840, Kentucky had spent more than \$2,000,000 in the construction of macadamized roads which were built on rights of way sixty feet wide. These roads were located on light grades and easy curves, and were graded twenty-four to thirty feet between ditches. Telford foundations between sixteen and twenty-four feet were used with a good macadam surface. This work was under the supervision of a state engineering department, consisting of a state highway engineer, at a salary of \$5,000 per year, with a corps of assistants at salaries ranging from \$1,100 to \$2,500 per annum. Many of these roads are yet in a splendid state of preservation, and are rendering substantial service to the communities through which they pass.

However, the policy of internal improvement was discontinued prior to 1850, owing to the financial condition of the treasury, and a change in political parties, and it was not until 1908 that any attempt was made to revive a state system of highways.

In 1908 the General Assembly of Kentucky passed a constitutional amendment permitting the state to lend its credit to the counties for road-building and to provide for the construction and maintenance of public highways.

A highway department was established to consist of the Commissioner of Public Roads and such assistants as the Governor might deem advisable, with an appropriation of not to exceed \$20,000 per annum from the automobile license tax which had been accruing from 1910 as a state road fund.

The department was organized and Robert C. Terrell was appointed the first commissioner. The duties of the department were purely advisory, and while the counties were required to

make up the difference, and estimates of cost for the road and bridge work, which exceeded \$500 in cost, they were not compelled to use the plans and specifications thus prepared. It was not until after the state aid law passed by the General Assembly of 1914 became operative that the state was really in a position to lend material aid to the counties. Although a great deal was accomplished by the commissioner and his assistants prior to 1910, it was only, as stated above, advisory, which in many instances it was hard to get the county officials to take advantage of the engineering assistance offered, but in 1914 the general assembly passed a law levying a five-cent tax on each \$100 worth of taxable property in the state of Kentucky. The law further provided that the money should be distributed to the counties based upon the amount of money levied and collected in each county for roadbuilding, and that no county should receive in any one year more than two per cent of the total road fund. The department immediately set to work in the spring of 1915 to secure the co-operation of the counties in building a system of roads as laid out in the bill passed by the General Assembly, which provided that the roads should connect up the county seat of each county of the Commonwealth with the county seats of the adjoining counties by the most direct and practical route, and the county seats of border counties with the state line on the most direct and practical routes leading from said county seats to the county seats of the adjoining counties in the adjacent states.

In 1912, when the Department of Public Roads was established by the General Assembly, Governor McCreary called Mr. Terrell from the chair of rural and highway engineering of State University of Kentucky and appointed him the first Commissioner of Public Roads of Kentucky. Mr. Terrell assumed his duties on July 1, 1912, and has untiringly given his time and attention to the upbuilding of the road system of the state. Through his efforts and the showing made by the department prior to the meeting of the General Assembly of 1914 was made possible the passage of the state road laws in Kentucky which provide for a state system of highways and a five-cent tax on automobiles to be spent for the construction of the state system of highways, the state paying one-half the cost and the county one-half the cost of such improvement.

Mr. Terrell, through his splendid corps of assistants and thorough organization, has had active supervision and charge of the preparation of the plans, specifications and estimates of cost and actual construction of more than one thousand miles of road, and has thoroughly demonstrated to the citizens of the Commonwealth of Kentucky the advantage of having roads constructed on scientific principles, and has made popular the new road laws and has been successful in securing the co-operation of the county officials throughout the state.

Mr. Terrell, when interviewed on the subject, stated he was well pleased with the success of the new road laws and that a good showing had been made this year, and that fully fifty per cent more work would be accomplished during the year 1916, as the county officers of nearly every county in the state have already signed their intention of taking their proportionate part of the state aid fund to the coming year, and many more counties are preparing to vote bond issues. —American, Nashville, Tenn., November 19, 1915.

#### Stockholders' Meeting.

The annual meeting of the stockholders of the Morgan County National Bank of Cannel City, Ky., will be held in their banking house Tuesday Jan. 11, 1916. CUSTER JONES, Cashier.

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## KENTUCKY LEADER IN GOOD ROADS

Began Building Macadamized Roads as Far Back as the Eighteenth Century

### STATE AID LAW IN 1914

In 1908 the General Assembly of Kentucky passed a Constitutional Amendment Permitting the State to Lend its Credit to the Counties for Roadbuilding and Maintenance.

Frankfort—Kentucky was one of the first states in the union to establish state aid for road construction. As early as 1810 the General Assembly of Kentucky provided for the opening of roads to the Virginia line and began the construction of macadamized roads in 1820.

Prior to 1840, Kentucky had spent more than \$2,000,000 in the construction of macadamized roads which were built on rights of way sixty feet wide. These roads were located on light grades and easy curves, and were graded twenty-four to thirty feet between ditches. Telford foundations between sixteen and twenty-four feet were used with a good macadam surface.

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#### Ten-pound Fish.

Boyd Osbourne, who lives near the mouth of Sugar Creek on the Kentucky River, has been quite successful as a trapper this fall, and his latest catch in one of his deadfalls establishes a reputation for him that will be looked upon with envy by others who follow this profession. One day last week he set a deadfall near the edge of the river for a coon that he knew lived near the spot, and the trap was baited with a large piece of chicken, a very toothsome morsel for his "companion," but that night the river rose and the trap was entirely submerged. Three days later the river fell and left the trap high and dry, and to Mr. Osbourne's surprise he found it contained a large catfish that weighed exactly ten pounds. This may sound a little "fishy," but it is vouched for by several of the neighbors who were called in to see the wonderful catch.—Lancaster Central Record.

#### Return to Kentucky.

Mr. and Mrs. W. B. Caraway, who left here about three years ago and have since been making their home in Illinois, have returned to their native health to spend the winter.

Wallace was formerly owner and editor of the Morgan County Messenger and when that paper was merged into the Courier he became a stockholder in the Morgan County Publishing Company and worked on that paper for some time.

They will return to Illinois in the spring and resume their residence there.

#### Wild Geese Wintering.

A most novel and unusual sight is to be witnessed every day near Smith's mill on Valley Creek, where at least fifty-six wild geese have taken up their winter habitation in the center of a fifty-acre wheat field. They seem to be perfectly satisfied with their sentinels to warn them of the approach of hunters. A number of futile attempts have been made to get close enough to them for a shot. The geese fly off when they are approached, but when the land is clear return to their wheat field.—Elizabethtown News.

#### Guinea Mothers a Quail.

A guinea hen belonging to Mrs. Omer Shadway, at Cross Plains, stole her nest in the woods last summer and hatched a brood. When she came home with the flock a young quail was among the little guineas. This quail, now full grown, has never left the flock of domestic fowls, and comes up every evening to roost alongside the mother guinea. The novel sight of a Bob White leisurely strolling about the Shadway premises excites frequent comment from visitors at their home.

A policeman in Kansas City saw a woman walking along who seemed to have more than her share of packages. He timidly asked for an explanation. The woman was Mrs. Lena Federich of Simpson avenue. Mrs. Federich did not seem especially to exert herself, but the policeman found that the sack under one arm contained eighty pounds of corn, that under her other arm she held 100 pounds of wheat, while topping her head was a sack with twenty-four heads of cabbage in it. Mrs. Federich had secured her riches from the freight yards of the Missouri Pacific railroad. Ed Judy, the investigating policeman, was obliged to call two other minors of the law to help him carry the load that the woman managed with ease, though Mrs. Federich was not of the Amazonian type. Nothing like practice, as the woman said who caressed a calf.

Born recently, to the wife of Asa Lykins, a boy.

John Miller, of Wise, got his house and barn and about all he had burned one day last week. Mr. Claud Lykins and Miss Priscilla Stacy surprised their friends Sunday when they boarded the train for West Liberty, where they were quietly married. Claud is the son of Sam R. Lykins, of Wells station. His wife is the daughter of George Stacy, of Stacy fork. After the wedding they returned home.

A merry Christmas to the Courier Crew.

#### SQUARE DEAL.

Fresh Fruits and Candies of all kinds at Keeton's.

#### Two Golden Days.

There are two days of the week upon which and about which I never worry, two care-free days kept sacredly free from fear and apprehension.

One of these is Yesterday. Yesterday with all its cares and frets, with all its pains and aches, all its faults, its mistakes and blunders, has passed beyond the reach of my recall. I cannot undo an act that I wrought. I cannot unsay a word that I said on Yesterday. All that it holds of life, of regret and sorrow, is in the hand of the Mighty love that can bring sweet waters out of the bitterest desert—the love that can make the wrong things right, that can turn weeping into laughter, that can give beauty for ashes, the garment of praise for the spirit of heaviness, joy of the morning for the woe of night.

Save for the beautiful memories that linger, sweet and tender like the perfume of roses, in the heart of the day that is gone, I have nothing to do with yesterday.

And the other day I do not worry about tomorrow, with all its possible adversities, its burdens, its perils, its large promises and poor performances, its failures and mistakes, is as far beyond the reach of my mastery as its dead sister—yesterday. Its sun will rise in roseate splendor, or beyond a mask of weeping clouds. But it will rise. Until then the same love and patience that held yesterday and holds tomorrow, shines with tender promise into the heart of today. I have no possession in that unborn day of grace. All else is in the infinite keeping of that Infinite Love that holds for me the treasure of yesterday, the love that is higher than the stars, wider than the sky, deeper than the seas.

There is left for myself, then, but one day of the week—today. Any man can fight the battles of today. Any woman can carry the burdens of just one day.—Robert J. Burdette.

MALONE.

Much is being said about roads

and many prescriptions have been given, but the nurses haven't done their duty and therefore the roads are still sick.

J. S. Castle, who was kicked by a mule the 4th. inst. and severely wounded, is improving nicely.

James Quicksall is at the point of death at this writing with lung trouble. He has been an invalid for some time.

Lacy Keith, who spent the past six month in Oklahoma, returned home a few days ago.

Eld. C. F. Walters, of Pekin, is billed to begin a meeting at South Liberty next week.

Mr. Lee Congleton, of Richmond, was here on business last week.

It is conceded by many that the licensed distilleries of White Oak will have a swell trade through the Holidays. A very lame law, indeed, that will capture and destroy moonshines and give license to make whiskey in wholesale lots.

An infant child of Mr. W. M. Haney died Thursday night and was buried Friday at Stacy Fork.

The writer enjoyed the pleasure Sunday of visiting the Honorable J. W. Steele.

"Uncle Wick," as he is familiarly called, says if he lives to see the 16th of next March he will be ninety years old. He has lived on the one same farm for 69 years, and yet possesses the fond recollection of his boyhood days. A conversation with him would interest the aged, young, and middle aged.

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MAIL YOUR ORDERS TO US NOW FOR YOUR CHRISTMAS LIQUOR

THE LIQUOR HOUSE KNOWN TO GIVE THE MOST FOR THE MONEY

## "SWEETMASH"

(100 Per Cent Proof)

The very Finest Clear White Corn Whiskey

Made in our own distillery of the very best sound grain, in the old-fashioned way, in small tubs, like home made—always clear white as crystal.

Mail your order today

Put up in	1 Gallon	\$1.95
handsome	2 Gallons	3.85
Glass Jugs	3 Gallons	5.75

"Sweetmash" is never sold under 100 proof. This is positively the biggest value and greatest bargain in fine Corn Whiskey put on the market.

Read our Offer On receipt of whiskey, try a quart, if you don't find it the finest Corn Whiskey money can buy, return the balance of the whiskey, at our expense, we will refund the full amount of the money sent to us. Send all orders to

American Pure Food Company

Catlettsburg, Kentucky

COMPLETE PRICE-LIST WILL BE MAILED TO YOU ON REQUEST

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Subscription orders at this rate will be accepted only when sent through regular Courier-Journal Agent in this district:

E. ARVIN, West Liberty, Ky.

COURIER-JOURNAL COMPANY, Louisville, Ky.

#### CANDIDATES' ANNOUNCEMENTS.

We are authorized to announce J. W. RILEY, of Rowan county, as a candidate for the nomination for Congress from the 9th district, subject to the action of the democratic primary August 1916.

We are authorized to announce JOHN W. COFFEE, of White Oak, as a candidate for County Attorney of Morgan county, subject to the action of the democratic primary 1917.

We are authorized to announce PERRY HENRY, of Liberty road, as a candidate for Jailer of Morgan county, subject to the action of the democratic primary, August 1917.

See Keeton's display of holiday goods. The most attractive line ever shown here. Come and see the quality and prices—you'll buy them, sure.

Keep in touch with politics and see what your representatives are doing.